

ODOT under strict fuel controls

While motorists are wondering whether they can fill their gas tanks this month, ODOT, state government's largest fuel consumer, has about 1,420 of its own tanks to worry about.

The department has been under strict federal government allocations and controls by the governor's office. ODOT Director Fred Klaboe has issued directives to all field crews and employees to conserve fuel. The more

ODOT saves, the more is available to the public, Klaboe has stressed.

ODOT was under an 80 percent gas and 85 percent diesel allocation last month. The percentage will change each month, and is based on what was used last May, according to Bob Kuenzli, the department's chief fuel coordinator.

In addition, Gov. Vic Atiyeh has directed state agencies to reduce gas consumption and driving by 15 percent.

The Department of General Services will monitor the limit.

Gas allocations may relax a bit, however, according to a recent report from the governor's office. Information from the Department of Energy indicates that the state's gas allocation may gradually reach 100 percent by October.

Kuenzli and his assistant, Lee Gatlin, met with region fuel coordinators on

May 17 in Salem to hash out fuel allocation, purchasing and conservation procedures.

Comparing notes

Dick Hacek, head of Highway Division Accounting, told coordinators that pumps will be monitored more closely and fuel reports will be scrutinized for accuracy. Any discrepancy over 10 gallons will be looked in to, he said.

See IT'S TOUGH, page three

NTW attendance up fivefold



Portland's National Transportation Week open house was a "rousing success," according to Larry Macnab, METRO-Region 1 coordinator. Above, secretary Sue Beigh greets people at the Lloyd Center, where the event was held.

With her is Russ Hunter, maintenance supervisor who had a big part in setting up displays. Holding it at the center resulted in more than 11,000 visitors who stopped to look at displays and ask questions about ODOT.

Shopping malls increase NTW turnout

Over 14,000 persons attended 1979 National Transportation Week activities sponsored by ODOT, according to NTW Coordinator Robert Gormsen.

Gormsen attributed the more than fivefold increase over the 1978 National Transportation Week attendance to the placing of most displays in shopping centers rather than ODOT offices, as in the past.

In addition to the usual displays of equipment, project models, and audi-visual presentations, there were several 1979 "firsts," including performances by ODOT's Transtooters Dixieland band, and a 10-meter (6.2 mile) running race against other state DOTs.

The race took place May 19 on a measured course in Salem. The five fastest times were submitted to the Georgia DOT, coordinators of the national event. ODOT's best time of 34:53 was turned in by Cam Gilmour of the environmental section.

Region 5 hosted displays on May 15, 16 and 17, in Ontario, Pendleton and La Grande, for an estimated total of 1,600 persons.

The combined Region 1-Metro offering at Lloyd Center in Portland on Friday and Saturday drew upwards of

11,000 men, women and children.

Region 4's displays at the Bend Plaza were viewed by about 750 persons, and the Region 2-Salem Headquarters open house at the Transportation Building was attended by about 980 persons.

Gormsen said the ODOT image was enhanced, "just by letting people see

what we look like . . . that we're nice people".

Gormsen praised the many employees who helped make the week a success and promised that next year's activities would be "fashioned toward what seemed to be the most productive elements" in the 1979 observance.

Inside

Rep. Glen Whallon talks about light rail, the General Fund surplus, SJR 7 and other issues, page three.

Project Coordinators in METRO talk about work in the big city, page seven.

Maintenance crew keeps it hot, page five.

Travel centers open for business, page seven.

Verl Tunison crosses over division lines as new maintenance chief for Aeronautics, page eight.



Anthony Yturri is sworn in as chairman of the Transportation Commission. See page three.

Fuel network is complicated

How is ODOT's fuel allocated? Where and how do we get it, and who stays on top of the situation?

The federal government allocates gas on a monthly basis through a complicated formula. Allocations are levied on oil companies and refineries, using crude and refined product availability, geographical, seasonal status and other criteria.

There are no federal restraints on middled distillates, such as diesel and heating fuel. Oil companies set their own restraints for these, based on product availability.

ODOT has a contract with Mobil Oil for its fuel. Each region purchases it directly from terminals (also called "tank farms" or pipelines), which are located in areas throughout the state.

Most is transported to ODOT via distributor, although Region 2 handles its own delivery.

Fuel is bought through about 70 different accounts with ODOT. With Mobil's permission, amounts can be traded among accounts in case one area needs more than another.

Since the 1973 oil embargo, fuel coordinators have been established in each region and keep track of the fuel used. This function is handled in addition to regular duties.

Employee contract nearing completion

Tentative agreement was reached May 25 by the state and the OSEA on an employee contract that will provide a 14.47 wage increase over the next two years.

The \$164-million contract also calls for the state to make all retirement contributions, resulting in a six percent increase in take home pay. Deductions would end Aug. 1.

Salary boosts will come in five quarterly increases (from 1.47-to-2 percent each), adjusted to the U.S. cost of living increase beginning April 1, 1980. At the least, the state promises an annual increase of six percent with a maximum of eight percent.

Employees earning less than \$1,000 a month would get a one percent pay increase effective July 1.

Overall increases, including the retirement contribution, total at least 19 percent.

The seven-member team and their OSEA counterparts were commended by Gov. Vic Atiyeh. John Demusiak, ODOT's labor relations manager, has been the state's chief negotiator.

Director's corner

FRED KLABOE



Transportation Week Open House was wonderful. The success didn't, however, just happen. It took a lot of work on the part of many people. Since it would be impossible to personally thank everyone involved, I'm using VIA to express my appreciation to all who participated.

Elsewhere in this issue you will find information on the current fuel

shortage. The Governor has mandated a 15 percent decrease in miles traveled and has directed the Department of General Services to monitor all agencies for compliance. I want to add my strong support to this very important endeavor. All employees will be expected to do their part in meeting the Governor's goal. By doing so, we can help alleviate the problem and possibly save jobs for other Oregon citizens.

Say 'yes'

DOT employees generally have a good reputation for looking positively at every request we get from the public. Much more often than not, we are able to solve people's problems. Nevertheless, we occasionally need to be reminded of our duty in this regard.

I urge all of you to always try to be helpful. It's so important to continuously work on building up our image with the public. There is no better way to do this than by finding a way to say "yes," and then doing it quickly.

Fred Klabe

By George Bell

A Salem newspaper columnist, and veteran observer of the Legislature, predicted in print in late May that the session will adjourn the end of June. In fact, he even indicated he had placed a

bet with a colleague on that date.

Maybe so. But the signal to move into the wrapup phase will only come when the special conference committee on the tax package reaches a consensus that is acceptable to Governor Atiyeh. And that seems a bit slow in coming.

Future meets past



A row of school children visiting from Sidney, B.C., look up to "The Birth of Oregon," a restored painting unveiled last month at Champoeg State Park after an absence of more than 50 years. Park Historian Bob True explains the painting, which shows the climactic moment on May 2, 1843, when Willamette Valley settlers voted to form Oregon's provisional government. True is pointing to Joe Meek, the fiery mountain man who spurred settlers to vote. Theodore Gegoux, the park's first caretaker and self-trained artist, painted the scene in the early 1920s after much research on the likenesses of the 25 or more voters. It was acquired by the state in 1968. The unveiling ceremony was held May 2, the 136th anniversary of this first political convention in Oregon.

500 attend cancer talks

About 500 Salem employees attended educational programs sponsored by the American Cancer Society last month, according to Judy Peterson, who coordinated the 1979 crusade for ODOT.

Statewide, employees gave \$1,232 to the society during the drive in May.

"My approach was not to actively seek donations, but to promote the educational aspect of the drive," said Peterson, a right of way agent in Salem.

She scheduled eight physicians and surgeons, and eight other volunteers to volunteer hourly programs for three days.

Several sessions were sparsely attended, but those who came seemed very interested, she said.

"One employee came up to me later and said information he learned from one of the sessions helped him discover a potential problem -- for me, that alone made the effort worthwhile," she said.

OH, DOTTIE!

by: Roy Priem



Motorist thanks Santiam crew

To the Editor:

I'd like to thank members of the Santiam Junction crew for helping me on two occasions.

First, while enroute to Bend, my radiator hose split. Russ Dean took several minutes of his own time and devised an ingenious solution that allowed me to continue my trip with little loss of time and no damage to my

car.

Second, while returning from Bend two weeks later, I stopped to help two motorists, but found that they needed a tow truck. Again, I stopped at the maintenance shops, where the message was cheerfully and promptly relayed.

Spencer H. Wyant, Ph.D.
University of Oregon
Eugene, OR.

Legislative wrapup tied to tax plan

Meanwhile, few agency budgets have been formally passed out of the Joint Ways and Means Committee. For example, in ODOT only the Aeronautics Division budget has been cleared and sent to the Governor for his signature. The remainder of the department budgets have been worked over by the subcommittee, but have still not been called up before the full committee.

What that means is that Ways and Means can't act on the larger agency budgets until the General Fund surplus and tax package questions have been settled.

What that also means is that some agencies may be at, or near, the start of the next biennium before they know what their budget will be. Who ever said the democratic process was dull?

Pending, too, is the Banfield-light rail issue. On page three in this edition of VIA is an interview with Rep. Glen Whallon, chairman of the House Transportation Committee. He says the major conflict is between those who want to fund the entire \$16.1 million General Fund portion this session, and

those who want to spread it out over several biennia.

There are also some non-metropolitan legislators who don't want to put any General Fund money in the project at all. What's in it for my district? they ask.



A new poll published and paid for by *The Gresham Outlook* may help tip the balance on that issue. The poll indicated that majority opinion has swung in favor of the light rail project, and that the proposed Burnside corridor is favored over the Johnson Creek route by nearly two-to-one.

The poll was based on 292 interviews with East County residents. Fifty-four percent favored light rail, and 35 percent opposed it. Eleven percent were undecided.

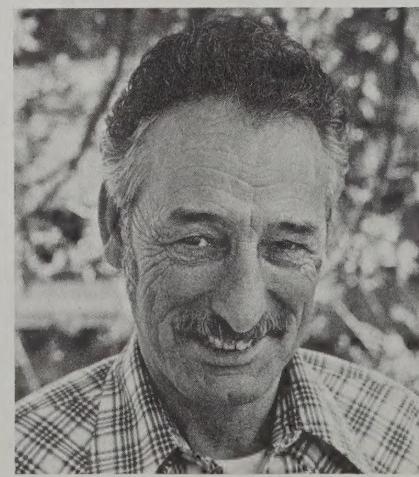
The poll was taken by a professional public opinion firm, with a reputation for integrity and competence, and it will be difficult for some legislators to get around.

SJR 7, the constitutional amendment that would limit use of the Highway Fund to the highways, has sufficient votes (according to Chairman Whallon) to be passed out of the House Transportation Committee, and observers feel it will pass the House with a comfortable margin.

It will be referred to a statewide vote at the May 1980 primary election, and, again, observers believe it will be passed overwhelmingly. If it is, that will have a \$60 million favorable impact on the Highway Fund in the coming biennium.

Waiting in the House Revenue Committee for final passage of SJR 7 is a proposal for a variable gas tax, which would be tied to the Portland consumer price index. Some legislative leaders feel it, too, will pass this session, and will be referred to a statewide vote in the November general election next year.

The action will get fast and furious in these coming final days of the legislative session, and anything can happen. But up to this point, it's been a good session for ODOT. And the best may yet occur in the final days before sine die.



William Harrington

Newly retired

Three employees retired. They include:

William H. Harrington of Albany; highway maintenance worker 2; 31 years. Retired March 30.

Ralph L. Willson of Prineville; park manager 1; nine years. Retired April 30.

Thos J. Chambers of Vancouver, Wn.; HMW 2; 6½ years. Retired May 31.

Glen Whallon:

No General Fund 'surplus' for road repair

As the Legislature approaches the final laps of this session, several major transportation-related issues are still unsettled.

Among them are the Banfield light rail proposal, tourism promotion, SJR 7 (which would limit use of the Highway Fund), and other funding issues like the General Fund surplus and the variable gas tax.

VIA heard some pretty decisive opinions and answers to questions on these and other issues during an interview with Glen Whallon (D-Milwaukie), chairman of the House Transportation Committee.

VIA: Most of the highway funding legislation has started on the Senate side this session. Your committee, on the other hand, has been dealing with the Banfield and light rail question. What do you think will happen in that situation. Do you see daylight yet?

WHALLON: I think it will come out of Ways and Means with funding for one year only. That's my guess.

VIA: Just enough to get it started?

WHALLON: The legislative fiscal people -- and everybody -- are encouraging them to either not fund it at all, or fund it full board, with \$16.1 million.

VIA: Do you have any personal feelings about it?

WHALLON: You bet I do. If they don't fund it full board, I'll vote against it because I know how much they'll be coming back for in the next sessions, and \$16.1 million will be the biggest false figure in the world by then.

VIA: Rep. Drew Davis has a bill in which, among other things, would put it to a statewide election. Do you support

that idea?

WHALLON: No. It's just strictly a move to kill the bill. I think anybody is well aware of the fact that if you go to a statewide election on a measure like that, it would go down the tube because people downstate and in Eastern Oregon are just plain not going to go for it.

VIA: So you think it's a metropolitan area issue and ought to be voted on by only those people, if at all?

WHALLON: That's right. I have the Davis bill in committee and I think that's where it will stay.

VIA: The big bill this session, as far as the department is concerned, is SJR 7. It's a radical departure from the traditional way of funding highway repair in the sense that it prohibits State Police and Parks from getting Highway Funds. Do you support that change?

WHALLON: I can guarantee it will come out of committee. I know where four votes are right now.

VIA: If it passed the

"SJR 7
will get one
of the biggest
affirmative votes
you've ever seen."

Legislature, do you think the voters will approve it in May 1980?

WHALLON: I think it will get one of the biggest affirmative votes you've ever seen.

VIA: One of the other questions that concerns the highway repair issue is how much, if any, of the General Fund surplus will be allocated to highway repair, on a one-shot basis. How do you see that situation shaping up?

WHALLON: Well, I would like to see it done, but I don't have any vision that it will. There's so much opposition to using General Fund money on roads.

VIA: There's a variable gas tax bill in the House Revenue Committee. What are your personal feelings about that

concept?

WHALLON: Well, I really haven't made up my mind, to tell you the truth. You're referring to the one with the inflation factor built into it?

VIA: Yes. It's based on the Portland consumer price index.

WHALLON: I'm leaning toward it.

VIA: The Parks Branch, which is seeking more General Funds in light of SJR 7 and other reasons, lost \$700,000 during budget cuts in the Legislature, despite a sizable General Fund surplus. What future does the Parks Branch face with having to depend on General Funds?

WHALLON: Ways and Means will have the pressure on them. They are for the parks system, there's no question about that. But Parks, I know, won't get all the money they're asking for. If the pressure is there, though, it will be funded.

VIA: Can you explain why, despite the surplus, the Parks budget was cut so much?

WHALLON: If you watch Ways and Means this time, they are cutting everything -- automatically cutting everything way back, and I don't agree with all the cuts they make, but I do with some of them.

VIA: Do you agree with the Parks cut?

WHALLON: I didn't agree with that one. That's my personal opinion, but I think that if you go through the Legislature and out in the public, there's a lot of pride in the parks system. Even Ways and Means, as tough as they are, won't cut it any more now and in future years. But this is a different session.

VIA: Glen, for the first time in 10 years, Ways and Means seems to be on the verge of approving an increased tourism budget. As a matter of fact, one of the provisions in the budget request would double the advertising budget from \$400,000 to \$800,000. Do you support that?

WHALLON: As you know, there's lots of opposition to that program, but it's also a big industry in this state. This is one of those cases where you'd be foolish if you don't support it. I think it will get full funding.

VIA: How do you see highway funding over the long haul? The seven-cent gas tax is out of date and we're looking at a badly deteriorated system, partly because of that. Can we keep relying on a straight user tax situation?

WHALLON: I really believe if SJR 7 comes out, and the people are assured that their gas taxes will go to the roads where they belong, we can get an increased gas tax.

VIA: Do you think the mood will change by then?

WHALLON: I do. Then we run into that other problem, though, with the increase of gas prices right now, which might hurt us. But I think people will go for it.

VIA: What's your personal view of the gas crunch? Is it real, or are the oil companies forcing it?

WHALLON: I think the federal government is forcing it, not the oil companies. I have talked with some of the presidents of the west coast companies and there is not a shortage of gas on the west coast. The shortage they have is what the federal government is forcing them to have. For instance, some of their tankers that ordinarily go to the west coast are being forced to go around through the canal and pump into the big line that comes out of Texas. That is oil that would normally be on the west coast.

VIA: So to some extent, you think it's an artificial shortage?

WHALLON: Oh, I think there's a minor shortage, but I do think it's artificial, and I'm not sure whether I disagree with it. I like my car like everyone else -- but we're consuming too much, and will have to cut back. There's no question about it.

Yturri begins OTC chairmanship

ODOT's new Commission Chairman Anthony Yturri says he plans to spend much of his first few weeks "on the phone and reading" about the department.

Previous experience as a transportation commissioner in 1973, however, has equipped him for the job. "I've been familiar with many of the issues I've been called about so far," he said, after being sworn in as chairman by Gov. Vic Atiyeh May 15, the morning before he conducted his first commission meeting.

"The department's staff is excellent -- and Fred (Klaboe) is a gem," he says. "This makes my position easier."

Despite Oregon's highway maintenance problems, ODOT is among the finest in the nation, Yturri says. "And that's because of the staff."

Yturri considers following Glenn Jackson as chairman a challenge. "It will



Anthony Yturri, right, is sworn in by Gov. Vic Atiyeh.

be quite a job to follow him," he said. "To date I haven't planned any specific changes."

Yturri and his wife live in Ontario, where he practices law. He was also a state senator for 16 years.

'It's tough, but we're doing it'

Cont. from page one

"This is a starting point," he said. "We'll see how the procedures work, and make changes as we go along, if necessary."

Maintenance Services Supervisor John Bond reminded coordinators that ODOT has a "frightening capacity to use fuel," and that the best conservation methods are not grand schemes, but smaller ones -- like improving driving habits and not letting the engine idle."

Word spreads fast

By the time of the Salem meeting, news of the allocation has filtered down, and stricter controls in the field has been set, according to the fuel coordinators.

"It's been tough, but we're doing it," said Region 4 Coordinator Jerry Thackery, echoing comments by other

coordinators. "Our jobs are farther apart than they were last May, so this allocation is really hitting us. It's an unusual situation, and it could mean a drastic cut in operations this summer."

Region 2 is facing a similar problem. Jobs are farther apart. "But we're doubling up on trips to job sites and we've thrown the challenge out," said coordinator Bob Royer.

All other coordinators said that doubling up efforts have begun, smaller trucks are being driven, and that resident engineers and other employees who travel will be more closely monitored.

Parks Branch employees are under the same game plan, according to Ray Leavitt, head of park field operations. He noted that the branch has reduced its gas usage by 19 percent since the 1973 oil embargo. Other fuels (wood,

propane, electricity) have also been used less. More solar projects, such as solar-powered showers, are being planned.

Aviation situation 'critical'

In a later interview with Aeronautics Administrator Paul Burkett, VIA learned that aviation fuel has been in critically short supply. In fact, five retailers throughout the state were out of fuel within a 48-hour period in mid May.

Burkett is keeping close tabs on the situation by contacting representatives of suppliers and relaying information to pilots.

"Pilots have no one else to call, and when you're out of fuel in a plane, you can't drive around looking for a gas station," he said. The division is establishing a toll-free number for pilots to call headquarters about fuel sources.

Bell named assist. director

George Bell has been named Assistant Director for Intergovernmental and Public Affairs, according to ODOT Director Fred B. Klaboe.

Bell's former title was manager of the Office of Intergovernmental and Public Affairs.

Bell has general supervisory responsibility for internal and external communications, commission services, travel information, movie promotion, the photo lab, and legislative liaison.

He began his services with ODOT in January 1976 as special assistant for Public Affairs. Prior to that he worked as a free-lance writer; adjunct assistant professor of journalism at Linfield College; assistant secretary of state for Oregon from 1966 to 1974; television editor for KGW-TV in Portland; and has held various teaching positions in the field of English.

Coquille foreman dies

Art Moorman, assistant bridge supervisor at Coquille, died May 23. He was 62.

He started work with the Highway Department in 1966. He was an HMS 2.

Way Back When ...



An oiler's day during the 1920s was long, hard, and permeated with the thick odor of steaming tar. This machine, operated by a driver, crept along as the "lever jerker," above, controlled the distribution of hot oil, which was sprayed on a bed of moist rock. The oiled surface was called a rock-chip seal. Oilers were on the road for seven months, earning about \$3.50 a day with no per diem or medical benefits. They camped in tents and cooked over an open fire. Traveling in caravans similar to the one shown in the inset at left, crews would leave from Salem in the spring and return in the fall. Although there are four oiling crews left (two in Central and two in Eastern Oregon), most of the traveling oiling crews disappeared by 1964, after other paving and construction methods were introduced.



Moving up the ranks

The following employees were promoted recently.

Congratulations:

Robert C. Ackerman, HWY, engineering technician 1 to highway engineer 1, Salem.

Michael J. Anderson, HWY, ET 1, Hermiston, to HE 1, Bend.

Everette Armijo, HWY, custodial worker to custodial supervisor 1, Portland.

Richard Bauman, PARKS, ranger 2, Beverly Beach, to manager 1, Honeyman.

Linda R. Beveridge, HWY, clerical assistant to secretary, Portland.

John Bjorkman, HWY, ET 2, Milwaukie, to HE 1, Portland.

Donna M. Brown, HWY, environmental technician 2 to 3, Salem.

Thomas R. Bryant, PARKS, manager 1, J. H. Honeyman, to manager 2, Cape Blanco.

Thomas P. Chambers, HWY, highway maintenance worker 2 to 3, Portland.

Keith Culley, PARKS, ranger 1 to 2, Cape Blanco.

Frederick E. Dawson, PARKS, ranger 1, Joseph Stewart, to ranger 2, Cove Palisades.



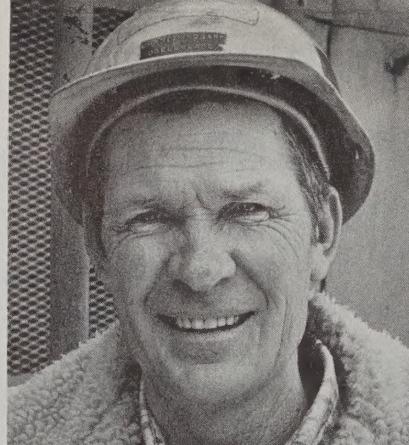
Sylvia Stephens, DMV

Nancy Erwin, ADMIN, key punch operator 1 to computer operator 1, Salem.

Michael G. Fisher, HWY, HE 1 to 2, Portland.

Jeanne E. Foster, PARKS, ranger 1, Champoeg, to manager 1, Silver Falls.

Kenneth Glenn, HWY, HMW 2 to 4, La Grande.



Lonnie Howard, Hwy

Paul D. Hook, HWY, HMW 2 to 3, Pistol River.

Lonnie M. Howard, HWY, HMW 3 to 4, Odell Lake.

Lisa Johnson, HWY, clerical assistant to secretary, Salem.

Archie W. Judson, HWY, program executive 1 to 2, Salem.

Charles Kettner, HWY, HMW 3 to 4, Albany.

Jane Lancaster, EA to ET 1, Portland.

Keith L. Lane, EA to ET 1, Ontario.

John R. McCulley, ADMIN, fiscal manager 1 to 2, Salem.

Allen G. Mickey, HWY, HE 1 to 2,

Archie Shaw dies

Archie C. Shaw, 82, died May 5 in a Salem hospital. He was a retired inspector for the Highway Department.

Shaw started as a lead chainman in 1946. He worked on bridge and engineering crews before retiring in 1962. Before working for the state, he was an engineer for the Marion County survey crew for 14 years.

He was a member of several service organizations and had celebrated his 60th wedding anniversary with his wife Helen in October 1978.

Salem.

Rickie D. Shoemaker, HWY, HMW 2 to 4, Grants Pass.

George R. Siler, HMS 2, Hermiston, to HMS 3, Pendleton.

Louis J. Spisla, HWY, HE 1 to 2, Beaverton.

David S. Steele, HWY, HMW 3 to 4, Coquille.

Kathryn N. Stogsdill, HWY, conservation aide to clerical assistant, Corvallis.

Sammy E. Templin, HWY, ET 2 to HE 1, Portland.

Robert Earl Thomas, HWY, weighmaster 1 to 2, Ontario.

Richard O. Tucker, HWY, maintenance repair worker 1 to 2, Milwaukie.

Vivian Tucker, HWY, clerical assistant to secretary, La Grande.

Carol J. Wilder, HWY, administrative assistant to environmental technician 2, Salem.

DMV promotions

Cindy Copeland, motor vehicle representative (MVR) 1 to 2, Astoria.

Ernestine Hansell, MVR 1 to 2, La Grande.

Ted Heineck, clerical assistant to



Carol Wilder, HWY

specialist, Salem.

Leann Kunzler, clerical assistant, Salem, to MVR 1, Grants Pass.

Michael Pournelle, MVR 2, Coos Bay, to office manager 1, Coos Bay van.

Geneva Ramsden, clerical assistant to specialist, Salem.

Sylvia Stephens, clerical specialist, Salem, to MVR 1, Tualatin.



Connie Nettles: coordinating a new RV committee in Parks.

Nettles picked to help new RV committee

Connie Nettles, 23, has been named to fill a new, year-long position as Recreational Vehicle Committee coordinator in the Parks Branch.

RV owners, who pay both camping and registration fees, pay for full operation and maintenance of camping and day-use facilities. The industry and some RV owners have complained to the branch that more facilities should be provided.

No significant ones have been added since the early 1970s, according to Branch Administrator Dave Talbot.

Nettles will help form a committee composed of RV representatives, the Highway Division, Oregon Coast Association and the Parks Advisory Committee. They will study the problem, whether more facilities should be provided, and suggest ways to allocate limited funds to provide them.

Nettles had been working on the seven-year Parks Interpretive Program as a temporary employee. She was hired last fall as a student intern and received her bachelor's degree in recreation and park management from the University of Oregon last winter. She also worked on the Land and Water Conservation grants program.

She says she is looking forward to the opportunity of learning more about Parks administration.

Some like it hot

Crew builds "Thermos bottle" for AC mix

"If we could keep the mix hot all day long, we could solve one of our biggest pothole patching problems."

Any pothole patcher who has to dump two-thirds of his asphalt by the end of the day because it got cold can appreciate this logic.

Dick Nelson, East Portland section foreman, and Dave Huserik, Region 1 training officer, have solved Portland's problem with an asphalt "hot box" they designed and built last February. It saves time, money, and so far works even better than expected.

The insulated chamber fits on a five-yard dump truck, acting like a Thermos bottle for the commercial AC (asphaltic concrete), a hot mix used for patching during dry weather. Commercial hot boxes are available for \$7-to-\$10,000. ODOT's prototype was built for \$1,912. (For more details on its construction, see story below).

A three-ton load at 365 degrees lost only 15 degrees during a day's work, according to Huserik, who tested the box. "We were really pleased," he said.

Normally, hot AC is just loaded on a dump truck by commercial suppliers, then hauled to the patching site. Extra is needed to insulate what is actually used, according to Nelson.

Two-thirds wasted per load

"This outer layer gets too cool and we waste two-thirds of a load. That's expensive insulation," he said, "not to mention the fact that you're wasting a petroleum product."

The unused asphalt is discarded over a bank or used to fill depressions on the shoulder.

The box was used everyday for almost two weeks last winter to patch roads damaged by the severe winter. The box now is being shared among crews in the Portland area.

A cold asphalt mix, designed to use in cold, wet weather, is normally used during the winter. Portland has been using a more effective mix called Sylvax. Being new, it is considered experimental, and has also been used in Eugene, Salem and Bend areas.

"We cancelled our order for a commercial hot box because we thought Sylvax would solve our patching problems last winter," said Maury Payne, district engineer in Milwaukee. "But we had wall-to-wall potholes. We were using Sylvax like it was going out of style, but it still wasn't enough."

The special mix was 50 to 60 percent effective as a lasting patch, Payne said. "It's good for cold, rainy weather, but nobody has developed a totally effective cold mix. They're just band-aid remedies."

Sylvax is \$42 a ton, compared to hot mix, which is



Shoveling hot AC mix from Portland's new hot box, from left, are George Koller and Ron Forest of the North Portland crew. Opening the sliding door is Robert Schillinger. The crew is working on potholes by the Steel Bridge.

\$12-to-\$17 a ton. Hot mix also makes a permanent patch. (According to Maintenance Operations Engineer John Sheldrake, Sylvax's effectiveness as a permanent patch is still uncertain. Last year was the first full test period, and results were mixed, he said. Weather, preparation of the pothole, its depth, and other factors, influence its adhesion capacity).

The waste of asphalt on an open bed, high cost of Sylvax, and the desire for cheaper, permanent answers to "wall-to-wall" potholes -- all led to the feeling by Payne, Nelson and Huserik that there's got to be a better way.

The three met one day last February, and, according to Nelson, "We all thought of the idea at once, and just decided to do it."

The two-week project was known only to Payne, the designers, and Mark Thomas a member of Nelson's crew who built the box.

"Management frowns on guys in the field who take it on themselves to invent something," Nelson said, "so we kept it ultra secret for awhile. But we knew we had a real need. It saves our time, and \$100 a day because we don't waste two-thirds of the mix."

Safety was another concern. "When you're patching on a busy freeway, you want to get in and out quickly. With a hot, permanent patch, you don't have to go back again and again."

Nelson and Huserik said they couldn't have done it without Payne. "If you can prove the need to Maury, he'll back you up -- and we were going

out on a limb."

Payne credits the inventors. "Not every district has this kind of talent. The possibility of every crew going out and inventing their own hot box just doesn't exist."

There are no design plans for the prototype. "We put it together piece by piece. We're a little backwards," Nelson said with a laugh. "We thought we'd study it to see how we actually made it because we may build more."

Innovation isn't new in Payne's area. He pointed out that Nelson originated the "Banfield Scooper," known to Portland crews as a truck equipped with a front bucket that picks up debris on highways without shoulders, such as the Banfield.

It eliminates the need to get out of the truck and flag traffic while another crew member picks up a chunk of tire, or other objects that fall from vehicles.

Nelson has even planned something which would combine several functions such as patching, scooping and sweeping. It would also include a magnet to pick up metal.

"I would call it the Universal Rig," he joked. "Anything that saves time, money and improves safety -- that's the name of our game."

Hot box details

Portland's hot box prototype was designed to retain heat throughout the workday. Plywood, urethane insulation, silicone sealer and sheet metal were the major materials used.

Two-inch insulation was adhered to the exterior 3/4-inch plywood wall with sealer, which can stand up to 400 degrees. The inside wall was also of 3/4-inch plywood. Two-by-twos were used for reinforcement on the outside wall. The box was lined with 14-gauge sheet metal to protect the wood.

Exterior corners were fastened with angle iron for strength. A sliding door on the rear allows asphalt to be shoveled out. A chain is hooked to each corner to allow it to be lifted by a scoop. Peak-type doors top the box to allow the mix to be poured in. All outside seams were caulked with sealer.

The box was painted with water-repellent mobile home paint. Materials cost \$764, and it took 14 man-days from initial idea to completion. Total cost was \$1,912.

Center ready for reservations

The new Silver Falls Conference Center is accepting tentative reservations this month from ODOT and other state agencies, reports Jeanne Foster, center manager.

Reservations can be made up to two years in advance for dates starting next October. Foster is hoping for a September opening. Reservations made this month will be tentative because the exact opening date hasn't been set.

Not just 'policemen'



Marvin Murphy: not just policing management, but helping them solve problems.

Auditor broadens role as helper

Briefcase-toting auditors who suddenly appear to scrutinize a set of books are not the most welcome office visitors.

Marvin Murphy doesn't like this negative image. As the new head of ODOT's Internal Review Section, he wants to change it -- at least as far as ODOT is concerned.

"Although auditors must be objective and work independently of an agency, they still should work closely with officials to help solve management and financial problems," Murphy says, "and not just point them out."

The section, within the ODOT Finance Branch, also includes Ken Husby, a registered engineer, and another professional auditor to be hired in the near future. They will evaluate the effectiveness of financial and administrative controls in ODOT, review accounting methods, check for compliance with laws, policies and procedures, and recommend improvements in the use of resources.

"We want to root ourselves more firmly as helpers, rather than as policemen here," Murphy says. "That means working more closely with employees."

ODOT management is thinking of forming audit review committees made up of Assistant Director for Administration Fred Miller and two other top administrators to recommend ways to make the section more responsive to ODOT's particular needs.

Murphy, 36, came to the department last year as manager of the Financial Systems Development Section. He received his bachelor's degree in accounting from The College at St. Thomas, St. Paul, Minn.; his MBA from Oregon State University, and is a certified public accountant (CPA).

He was an auditor and commissioned officer with the U.S. Air Force, worked as a CPA in Anchorage, AK., and was an assistant professor at OSU.

He and his wife Janet have an eight-year-old son and live in Salem.



Jerry Robertson is VIA's inquiring photographer. He selects his own subjects. VIA's editors frame the question of the month. Answers are edited only for length.

CANDID COMMENTS

ODOT's fuel supply was cut by 15 percent last month. The allotment changes from month to month, but the message is clear: We must cut back. How should the department reduce its use of fuel?



RICHARD STEYSKAL, HWY
Assistant DE, Klamath Falls



JIM MILLER, PARKS
Ranger 2, Beverly Beach



FRANK MORRISON, HWY
Resident engineer, Coquille



MILLIE WILSON, PARKS
Clerical assistant, Portland

Just as we did last time: Don't let vehicles idle, use smaller vehicles when possible, share rides, keep vehicles tuned up, leave trucks on job site and use carry-alls or pickups for transportation when possible.

Take the right tools and even extra parts with you before you leave for a job. That eliminates having to make another trip back, in case you forget something. This has been stressed in recent safety meetings.

We've been doubling up on trips to construction projects as much as possible. Eliminating unnecessary trips should also be done.

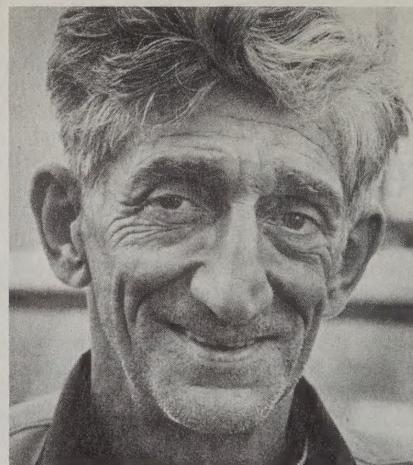
In the region office, we've been using the phone more and driving less. We've also been combining trips to reduce the use of state cars.



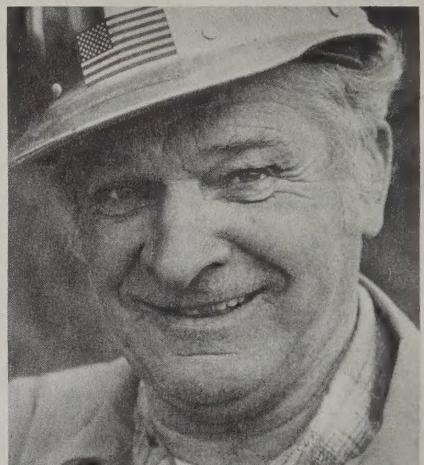
MIKE SPAETH, HWY
HMW 1, N. Portland



SUE HARRIS, DMV
MVR 1, The Dalles



DAN PATTON, HWY
HMS 2, Salem



TONY HECK, HWY
HMW 2, Lincoln City

Trucks should not be left running idle, unless you're using an early warning arrow. We should double up on the way to jobs and watch our driving habits, just as we would in our own cars.

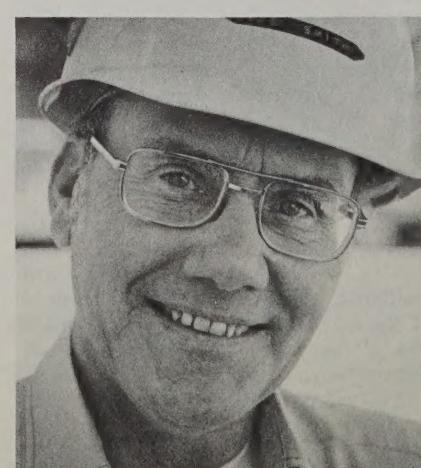
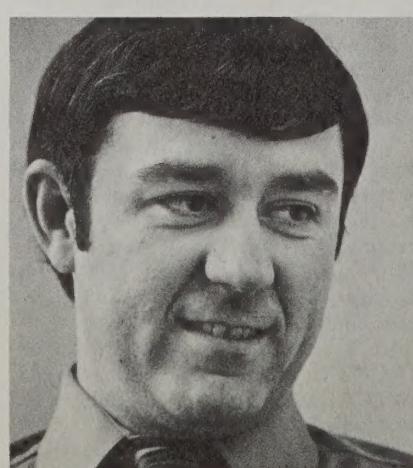
Employees should not use state cars for personal use during or after work, and should maintain the 55 mph speed limit.

Working four, 10-hour days is the best way to save I know of. We're doing that and it also allows us more time and daylight hours for work.

I see too many cars with only one person -- we should bunch up more. Nothing is 100 percent efficient, but I think employees should carpool on the job.

JACK GRAHAM, PUBLIC TRANSIT
Legislative coordinator, Salem

ODOT employees can help conserve energy in a number of ways by applying common sense and creativity to all trips, business or personal. For example, we can use public transportation and telephones as a substitute for travel by automobile. I would like to challenge every ODOT employee who is driving alone to carpool or use transit just one day each week.



JOE SMITH, HWY
HMS 2, Pendleton

Thinking before going to a job would help us organize our efforts and use less trucks. Doubling up in cars, and using trucks with more capacity are other ways. Our guys are becoming more concerned about conservation; they're beginning to realize there really could be a shortage. I bought a Honda to drive to work -- last week it cost me 80 cents for gas.

PCs: fitting the pieces together

"Before I got this job, I thought project coordinators were a bunch of bureaucrats," says Ron Kleinschmit. "I was dead wrong. We weed out a lot of the chaff bureaucracy creates."

Kleinschmit is one of six project coordinators who work under Jim McClure in the METRO Branch. Others

include Stephen Crouch (senior coordinator), Don Fantz, Bob Heard, Chuck Pietrok and Leon Brock.

Project coordinators (PCs) are METRO's version of resident engineers, according to McClure, project development engineer. However they are more involved in early phases of projects, not just construction.

PCs coordinate efforts among citizens, city, state and other agencies to develop urban transportation projects in accordance with the Oregon Action Plan (document detailing the policies, procedures and requirements of transportation projects).

Being at the hub of several projects at a time, they keep all stages on tight schedules. They know who to call when there's a problem, and what shortcuts to take to solve it.

"There are three basic phases to a project -- planning, design and construction," says Crouch, adding with a friendly grin, "but there's a lot in between. Do you have all day?"

VIA settles for an hour. Thoughts, frustrations and rewards about their work filled the small conference room during a visit at METRO headquarters. (Phones ringing outside reminded them of their busy schedules, and an important call slip would often appear at the doorway).

A special brotherhood

There is a sense of pride, humor and comradeship among them, as if they'd been fraternity brothers who shared classes, pranks and "all nighters" before final exams. The analogy isn't too far off, since all have been ODOT highway engineers for several years, and three, in fact, started in Roseburg.

"All nighters" especially apply -- a PC sets up citizen advisory and technical advisory committees (CACs and TACs). That means night meetings, often two a week, resulting in 12-hour days.

A PC is the liaison between ODOT and the public -- the "man up front" who explains proposed projects and how they will affect people, their neighborhoods and businesses. Most juggle several at once, depending on the demands of a project.

They write newsletters, coordinate legal notices for publication, work with the media, ODOT specialists and engineers on design phases, and affected jurisdictions.

"We've all been interviewed on television, misquoted in newspapers and crucified at public meetings," Crouch says, half-kidding. "It takes a special kind of person to handle the job, because you're constantly being exposed to the public. Our names seem to be plastered everywhere."

Working in an area with 40 percent of the state's population has that consequence, they admit. Citizens, designers and local governments don't always agree, and much of their time is taken up on the phone, explaining projects, clearing up misinformation and handling angry citizens.

Shunning media attention and controversy is one of the biggest mistakes ODOT can make, they say. "We've learned to aggressively look for what people are thinking," says Bob Heard. "Sometimes we even have to define the question that needs asking, to make the problems come out so they can be solved before it's too late."

PCs work with Public Participation Specialist Laurie Oseran Wyden on citizen involvement programs. She has also conducted training programs for them on media relations.

"Ideally, project problems should be ironed out before the final hearing," she says, "so we involve citizens and the media from the start."

Citizen involvement is mandated by state and federal government. "No more planning in closets," Kleinschmit says. "Citizens have really helped highway planning. Living in the area, they know problems that designers might overlook."

The basic goal is to solve problems, make people happy and stay within the design standards, they say.

PCs are under pressure to meet deadlines, because "the more time and delays we allow, the more money it costs," says Don Fantz. For example, each week of delay on a project like the East Marquam bridge ramps costs \$69,000.

"Sometimes I just have to pray that the environmental impact statement is done by the time I set the hearing

date," Kleinschmit says.

PCs also act as consultants on city and county projects. Chuck Pietrok has about 30 local government projects for which he acts as advisor on design, funding and other matters. Luckily, no CACs are required on his part.

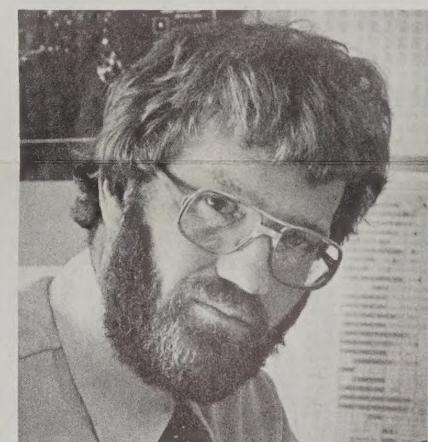
There's one person they claim they can't "live without" -- Pam Elwood, the secretary. How does she describe her job?

"It's like working for six people who all have top priorities at the same time," she laughs, "but they spoil me sometimes with candy and flowers."

Keeping a light perspective maintains sanity during especially hectic days. This is what Leon Brock wrote on the "desirable attributes" of a coordinator for a recent staff meeting:

"Must be able to make blank walls collapse with one or more toots of whistle. (Refer to previous at Jerico). Must be able to successfully push ball to others (keep it rolling). Should always pass buck on -- never let it stop here. A good coordinator can usually be identified by whistle in mouth and occasional loud blasts from same. He should work at the lowest level possible (somewhat like municipal sewer repair crew). Knows all the answers to everything . . . sometimes identified by his continual sniffing (like a bird dog), as he seeks out potential problems."

Henion studies Korea systems



Loyd Henion, newly-appointed manager of the Financial Planning and Economics Branch, has been chosen by the World Bank to study transportation systems in Korea. He left May 20 for a three-week stay in the country.

The World Bank is an organization sponsored by developed countries, such as the U.S., to help underdeveloped countries through loans and grants.

Henion and two World Bank officials will study Korea's transportation systems, with an emphasis on how they are financed.

"Korea's tax structure, and other methods of financing highways are unbalanced and causing problems," Henion said. "After studying the systems, we'll recommend improvements."

The economist was chosen for the mission because of previous cost allocation studies he's made for ODOT, and for the U.S. Department of Transportation. Last November he was selected as one of five in the country to investigate possible changes in the way highway users pay for federal-aid highways. Their recommendations for a more equitable user fee system are being studied by the USDOT.

Cost allocation studies determine which class of vehicles should be responsible for highway costs. Ideally, fees and taxes are assessed to each class, such as trucks or cars, in proportion to the cost of construction and maintenance needed by each.

Henion was appointed manager of the financial planning branch on May 1. He replaced John Quigley, who left ODOT last January.



Photos by
JERRY
ROBERTSON

Clockwise from bottom: Jim McClure, Don Fantz, Ron Kleinschmit, Leon Brock, Pam Elmore, Bob Heard (center), Chuck Pietrok, Stephen Crouch.

Border info centers begin season

Oregon's six border information centers opened May 19 for the tourist season.

"All but one of our attendants are returning this year, so we're lucky to have a seasoned and well-informed staff," said Donna Graning of ODOT's Intergovernmental and Public Affairs Branch, who manages the centers. Most

have worked from 12 to 14 seasons for ODOT.

Attendants answer questions about Oregon and distribute maps and brochures to visitors. Tourism, being Oregon's third largest industry, generated almost \$1 billion last year, according to data collected by ODOT's Economic Services Unit. This is a 35 percent increase over 1977 revenues.

Because of budget problems last year, centers closed on Sept. 10. This year they will be open every day through October.

The Astoria center will be operated under contract by the Chamber of Commerce in order to reduce costs for ODOT, and to provide more service.

Center staff members include: Wilma Sensenback and Diana Raymond (supervisor), Brookings; Eris Fairchild and Judy Anderson (supervisor), Klamath Falls; Ann Richter and Dona Lane (supervisor), Ontario; Pamela England and Velma Mays (supervisor), Portland; Maxine Spruill, Fern Fagan and Dora Bowman (supervisor), Siskiyou Center south of Ashland on I-5.

The women attended an orientation and training conference in Salem May 15 and 16, where they refreshed their CPR skills and heard presentations by members of Oregon's tourist industry.

New shuttle starts

The Salem Highway Bus has been replaced by the Motor Pool Express, operated by the Department of General Services.

The new bus picks up riders between the Capital Mall and the new state motor pool at 1100 Airport Road near Mission Street. ODOT employees can board it at the Public Service Building every hour, starting at 8:16 a.m. to go to the East Salem Highway Building. It picks up at the East Salem building hourly, starting at 8:02 a.m. No stops at the Parks office are scheduled, but special pick-ups can be arranged by calling Mel Brownley at 378-4306.

The Highway Bus, driven by Troy Freitag, was reverted back to the motor pool to help meet the increasing demands for vans, according to Maintenance Services Engineer John Bond.

On the job with Verl Tunison

By Dennis Clarke

Working on an oiling crew out of Maupin in 1947 was the beginning of a 32-year hitch with the Highway Division for Verl Tunison, and it's resulted in an accumulation of experience which landed him a new job last October as airport maintenance supervisor for the Aeronautics Division.

He and one assistant travel the state tending to the maintenance needs of the 37 state-owned airports. Jobs range from replacing runway light bulbs to filling gopher holes and clearing brush.

Verl recalls his high school days in Maupin, class of '38. "I guess I'd have to say that I remember football and baseball most. I tried basketball, but the only thing I had going for me then was height--six feet two inches, all uncoordinated."

He adds with a grin, "Anyone growing up in eastern Oregon never forgets the Saturday night dances."

Being 21 years old in 1941, strong and healthy, he did what most young men did in those days--"joined up." He became a gunner for a bomber group with the U.S. Air Force, flying mostly over Germany.

For awhile he was based in England. "I guess I was a little lonesome for one of those eastern Oregon Saturday night dances. Anyway, one night I went to a USO dance with a bunch of guys, all of

"I'm nobody special, just someone hired to do a job."

us looking for the prettiest girl in the place. Well, that's where I met Lilian. She was from Bath, England, west of London."

Lilian became Mrs. Tunison on Dec. 27, 1945, and a new resident of Maupin, Oregon, in 1946. (According to Verl, she has never admitted that she went to that same dance looking for the best looking guy).

Verl spent 11 years in Maupin before moving to Oregon City in 1957 to become a maintenance supervisor for highway district 2B, and later for district 2A out of the Sylvan office. With a crew of 12 men, he worked that district until October 1978, when the opening occurred at the Aeronautics Division.

Tom Robertson, the aeronautics maintenance supervisor, became a civil engineer under Airports Manager Roy Raasina. A promotion from HMS2 to HMS3, plus a personal interest in Oregon's airport system, attracted Verl to the vacated position.

Covering the entire state is a little different from just the district 2A road system, he admits. "I'm away from home quite a bit, but Lilian takes good care of things there. We have five kids--three sons and two daughters--and three of them still at home and going to college."

Verl works out of the Salem office

Highways . . . now airports



Verl Tunison talks about his 32-year career.

near McNary field. A normal week for him is to spend Monday in Salem, and the other four days on the road. "Sometimes we work weekends to finish a job miles away, or to make use of local volunteer weekend help," he says.

"We contract some of the necessary maintenance work out to the Highway Division, as well as to some city and county crews. Also, we use local volunteer help whenever possible.

"When an airport needs some work, it is helpful that I know the DME (district maintenance engineer) in that area. He won't do things for nothing just because he knows me, but being on a first-name basis saves time and cuts some of the red tape.

"For example, I can call John Gunter, district highway engineer in Klamath Falls, and discuss potholes and ruts in one of the runways at an airport in his district. If John tells me that one of his crews will have it graded and repaired by Friday, I don't have to think about it again. It will be done by Friday, and done right. In the meantime, the necessary paper work gets done post haste."



A new rig for airport maintenance makes the job easier.

Last month, the county road superintendent at Joseph, also a pilot, told Verl that he would take care of repainting the necessary stripes at the Joseph state airport if the state would furnish the paint. Needless to say, the paint was furnished and the job was done by county and volunteer help.

"We like to make local people feel that an airport is 'theirs,' even though we own it. We try to involve them in everything from planning to maintenance. When I'm checking or repairing an airport, I personally call on the local folks involved to get their ideas and hear what they have to say."

The state-owned airports range in size from the largest at Aurora, with its 4,100-foot, fully-lighted, paved runway and three fixed-base operators (FBOs), to the smaller ones such as Powers, unattended, and its unlighted 2,700-foot, turf runway.

Only 11 of the 37 state-owned airports have FBOs, leaving 26 unattended. About half of the airports have lighted and either paved or oiled runways.

A never-ending chore seems to be replacing light bulbs and repairing wiring. Verl recalls one of his first jobs was to climb the 100-foot beacon tower at the Beaver Marsh airport in central Oregon and replace a bulb. You'd think this would make him long for the old highway days when he had both feet on the ground, but not so. "I got a lot higher than that during the war," he says.

"Our airport runways, like the highways, have potholes. But, we also have rocks, some more like boulders that work their way to a runway surface. This is usually caused by drastic temperature changes at some of our ports, mainly during early spring. Local pilots keep us pretty well informed of such conditions.

Hotrodders 'drag'

"When we check a runway, we literally walk every inch of it. As you might guess, gopher holes give us fits.

"We have some problems with local hot-rodders who like to 'drag,' or 'cut cookies.' On grass and dirt runways, this can be serious if the damages are not fixed right away."

Looking after the 37 airports requires a lot of driving. Routinely, Verl and his assistant check every airport at least twice a year. But, spontaneous repairs are made most of the time.

Verl says that making the rounds is much better since the division acquired its first maintenance truck last month.

Until then, all the gear used by the division's maintenance crew had to be hauled in a pickup. "It was usually loaded to the gills, and the tool we needed always seemed to be near the bottom, or left at headquarters because of lack of space. Now we can arrange and carry our equipment in the specially-built compartments."

His assistant, Gary Pinson, is moving to another job this month, so Verl is busy interviewing applicants for the position.

Whoever is selected will have an opportunity to work with a seasoned maintenance man who knows his way around -- a modest person, often heard to say, "I'm no one special, just some one hired to do a job."

Retirees let us know what's happening

Shortage affects traveling

Raymond A. Higgins, 1811 N. Ford St., McMinnville. Retired 1974.

Ray and his wife have been wintering in Texas and Arizona. However, because of the fuel shortage, they may stay in Oregon this winter.

They belong to "Rambling Sam," a recreational vehicle club. "We've been rock hounding and I've kept busy with lapidary work," Ray says. "We're always on the go."

"If we can get the gas, we plan to go to Arizona next winter," he adds.

He enjoys gardening and a newly-acquired skill -- making macrame belts and hangings.

Still in good health

Clyde A. Holcomb, P.O. Box 18, Eagle Point, 97524. Retired 1956.

Traveling took up much of the Holcombs' earlier retirement years. They also enjoy keeping their yard and flowers in shape.

They spend much of their time visiting with their children, all of whom live close. Clyde and his wife are still in fairly good health.

Via

Published monthly by the Office of Public Affairs for the employees of

The Oregon Department of Transportation
104 Transportation Building
Salem, Oregon 97310 Phone 378-6546

